कि वे रेलवे की खान-पान सेवाओं को निजी हाथों में सौंप देंगे? क्या रेल मंत्री महोदय कोई नया अनुभव लेना चाहते हैं, जबकि यह बात भी सही नहीं है, क्योंकि 1955-56 से पहले तक रेल की खान-पान सेवाएं निजी हाथों में ही थीं। उन निजी हाथों के चलते, हुआ यह था कि निजी मालिकों ने सिर्फ अपने मुनाफे की ओर ध्यान दिया था और खान-पान की गुणवत्ता की ओर और उसके स्वास्थ्यवर्द्धन की ओर जरा भी ध्यान नहीं दिया था। अतीत के वह दिन हमारे सत्ता पक्ष के लोग भूले नहीं होंगे रेलवे में हमेशा फूड पायज़निंग के हादसे होते थे और अनगिनत लोग मर जाते थे तथा विपक्ष के किसी व्यक्ति ने नहीं तत्कालीन रेलवे मंत्री लाल बहादुर शास्त्री ने निजी हाथों से हटाकर रेलवे को यह जिम्मेदारी सौंपी थी कि वह हमारे देश के लोगों के साथ इंसान जैसा बर्ताव करे। लेकिन आज, आज वही हमारे सत्ता पक्ष के लोग भूल चुके हैं अपने ही उस अतीत को और सिर के बल खड़े होकर कह रहे हैं कि हम कोई नया अनुभव लेना चाहते हैं।

उपसभाध्यक्ष महोदय, तथ्य यह है कि पिछले तीन वर्षों के दौरान रेलवे कैटरिंग को लगातार मुनाफा हो रहा है। कोई घाटे में भी नहीं चल रहा है, क्योंकि आजकल तो जिस परंपरा, आज जो नई दिशा की ओर हमारी सरकार जा रही है वह घाटे के उद्योगों को भी छोड़ रही है, नफे के उद्योगों के भी निजी हाथों में देने जा रही है। तो तथ्य यह है कि लगातार रेलवे को पिछले तीन वर्षों में मुनाफा हो रहा है। कुल 3 करोड़ 32 लाख रुपये का मुनाफा दिया गया है। 1989-90 में 84 लाख 82 हजार का मुनाफा हुआ, 1990-91 में 1 करोड़ 14 लाख 4 हजार रुपये का तथा 1991-92 में 1 करोड़ 32 लाख 5 हजार रुपये का रेलवे को मुनाफा हुआ। उपसभाध्यक्ष महोदय, रेलवे के 9 डिवीज़नों में से 5 डिवीज़न मुनाफे में चलते हैं। इसके अलावा मैं यह भी कहना चाहूंगी कि आखिर क्या कारण है कि इस मुनाफे में चलने वाली कैटरिंग सेवा को हमारे मंत्री महोदय निजी हाथों में सौंप देना चाहते हैं, जबकि रेलवे ने अपना इतना बड़ा इनफ्रास्ट्रक्चर तैयार किया है, बैस्ट किचनज़ तैयार किए हैं, क्या सिर्फ इसलिए कि उनको निजी हाथों में सौंप दिया जाए? मैं चाहूंगी कि हमारे मंत्री महोदय इसका जवाब दें।

उपसभाध्यक्ष महोदय, इसी संबंध में मैं एक छोटा सा मानवीय सवाल भी कहना चाहती हूं कि किसी भी विभाग को निजी हाथों में सौंप देने का मतलब क्या होता है। किसी विभाग को निजी हाथों में सौंप देने का मतलब उस निजी व्यक्ति के मुनाफे के अलावा और कुछ नहीं होता। हमारे देश का अनुभव बताता है कि हमारे सार्वजनिक क्षेत्र के मजदूरों ने अपने लंबे संघर्षों के जरिए जो कुछ थोड़े बहुत अधिकार हासिल किए हैं ताकि वे इंसान के लायक जिन्दगी जी सकें, आज वही सार्वजनिक उद्योग के मजदूर, उनके कर्मचारी हमारी सरकार की आंख की किरकिरी बने हुए हैं। और सरकार चाहती है कि उन सार्वजनिक क्षेत्रों को निजी हाथों में सौंप दिया जाय। उन सार्वजनिक क्षेत्रों में काम करने वाले कर्मचारियों व मजदूरों के जीवन को बिल्कुल बेसहारा बना दिया जाय या इन निजी हाथों में सौंपकर उनके जीवन को फिर अनिश्चितता के अंधेरे में धकेल दिया जाय।

उपसभाध्यक्ष महोदय, हमारे मंत्रीजी ने इस सदन में बैठकर जो वायदे किए थे अपने मजदूरों व कर्मचारियों के साथ, वह वायदे भी इन्हें याद नहीं रहे। मैं मंत्री महोदय को याद दिलाना चाहूंगी क्या कारण है.....

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): How much time will you need?

SHRIMATI SARALA MAHESHWARI: I have been allocated 27 minutes.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): There is a message from the President. I am just wondering whether I should read it after you have finished or.....

SHRIMATI SARALA MAHESHWARI: You can read it.

MESSAGE FROM PRESIDENT IN REPLY TO MOTION OF THNAKS

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Please, sit down. There is a message from the President, which is to be conveyed to the House.

I have to inform the Members that the following message dated March 13, 1992, has been received by the Chairman from the President. I quote:

> "I have received with great satisfaction the expression of thanks by the Members of the Rajya Sabha for the Address which I delivered to both the Houses of Parliament assembled together on the 24th February, 1992."

THE BUDGET (RAILWAYS) 1992-93—*Contd.*

श्रीमती सरला माहेश्वरी: उपसभाध्यक्ष महोदय, मैं मंत्री महोदय को याद दिलाना चाहती थी कि 11 वर्ष पहले जिन 750 रेल मजदूरों को उन्होंने बर्खास्त किया था, आज वे किस दशा में जी रहे हैं। उपसभाध्यक्ष

महोदय, उन मजदूरों से इस सदन में तथा उस सदन में भी कई बार वायदे किए गए, लेकिन हमारे मंत्री महोदय ने यह उचित नहीं समझा कि कम-से-कम इस बजट भाषण के दौरान तो एक लंबे समय से चली आ रही उनकी मांग को वे स्वीकार करते और हमारे मजदूर जो कि 11 वर्षों से कठिन जिंदगी जी रहे हैं, उनके प्रति थोड़ी बहुत अपनी मानवता का सबूत देते।

उपसभाध्यक्ष महोदय, इस रेलवे बजट ने किस तरह रेल विभाग को समाप्त करने की अभिनव योजना बनायी है, इस ओर मैं आपका और सदन का ध्यान दिलाना चाहती हूं। रेल मंत्री महोदय ने अपने भाषण में जो नए नारे दिए हैं, निजी कंपनियों को आमंत्रित किया है कि आप अपने वैगन खरीदिए, आप अपने कंटेनर्स खरीदिए। उपसभाध्यक्ष महोदय, यह अपने वैगन खरीदिए, अपने कंटेनर्स खरीदिए—इसके दूरगामी परिणाम क्या होंगे? इसके दूरगामी परिणामों की ओर क्या मंत्री महोदय का ध्यान गया है? उपसभाध्यक्ष महोदय, यह अपने वैगन खरीदो, अपने कंटेनर्स खरीदने का परिणाम यह होगा कि कुछ ही दिनों में ऐसे कारोबारियों की एक जमात खड़ी हो जाएगी जो कि रेलवे से वैगन और कंटेनर्स खरीदेगी और दूसरे लोगों को बेचा करेगी और कुछ ही दिनों में आप देखेंगे कि रेलवे के गोदाम बिल्कुल खाली हो जाएंगे और इन कारोबारियों के गोदाम आबाद रहेंगे। उपसभाध्यक्ष महोदय, यह एक बहुत ही खतरनाक प्रक्रिया है, एक विनाशकारी प्रक्रिया है। इसीलिए आगामी वर्ष का यह बजट में एक बार फिर कहना चाहूंगी कि यह रेलवे बजट हमारी भारतीय रेलवे की तबाही की उद्घोषणा और भारतीय रेलवे की बर्बादी का द्योतक है।

उपसभाध्यक्ष महोदय, अपनी बातों के अंत में मैं मंत्री महोदय से कुछ छोटी-छोटी अर्ज करनी चाहूंगी। मेरी पहली अर्ज है हमारे देश की माताओं की ओर से और हमारे देश के बच्चों की ओर से। उपसभाध्यक्ष महोदय, मंत्री महोदय ने मालभाड़े की वृद्धि से कुछ अत्यावश्यक सामग्रियों को बाहर रखा है, लेकिन उन अत्यावश्यक सामग्रियों में दूध को शामिल नहीं किया है। हमारे पश्चिम बंगाल के मुख्य मंत्री जी ने प्रधान मंत्री जी को पत्र लिखकर इस बात से आगाह किया है और रेल मंत्री का ध्यान भी इस ओर दिलाया है कि रेलवे आज भी दूध की ढुलाई में बहुत बड़ी भूमिका अदा करती है और इस कारण देश के विभिन्न हिस्सों में दूध का दाम करीबन एक सा रहता है, लेकिन अगर रेलवे की इन अत्यावश्यक सामग्रियों में आप दूध को नहीं रखेंगे तो जाहिर है कि आप हमारे देश के बच्चों को दूध से वंचित करेंगे। इसीलिए मेरा आपसे निवेदन है कि कृपया इन अत्यावश्यक सामग्रियों में दूध को अवश्य शामिल करें।

इसके अलावा मैं एक और बात कहना चाहूंगी कि यह बात जग-जाहिर है कि रेलवे हमारे देश के आर्थिक विकास में एक महत्वपूर्ण भूमिका अदा करती है। तो क्या रेलवे मंत्री महोदय का यह दायित्व नहीं बनता कि हमारे देश के आर्थिक विकास में, समानतापूर्ण आर्थिक विकास में रेलवे अपनी भूमिका अदा करे? उपसभाध्यक्ष महोदय, अक्सर हम यह देखते हैं कि जो रेल मंत्री आता है, उस रेल मंत्री पर यह अभियोग लगाया जाता है कि जो मंत्री जिस क्षेत्र से आता है वह अपने उसी क्षेत्र में सारी की सारी सुख-सुविधाएं झोंकने के लिए, सारे के सारे संसाधनों को जुटाने के लिए ऐड़ी-चोटी का पसीना एक कर देता है। इसलिए मैं मंत्री महोदय से यह निवेदन करूंगी कि कृपया आप हमारे देश के असमान विकास का कारक न बनें। यह रेलवे समान विकास की भूमिका अदा कर सकती है लेकिन इस पक्षपातपूर्ण रवैये के चलते देश का समान रूप से विकास नहीं हो सकता। उपसभाध्यक्ष महोदय, इस संबंध में मैं आपको याद दिलाना चाहूंगी और आपके माध्यम से मंत्री जी को भी याद दिलाना चाहूंगी कि 3 फरवरी, 1992 को पश्चिम बंगाल के मुख्य मंत्री ने रेलवे के केन्द्रीय मंत्री को एक पत्र लिखा था और उस पत्र के जरिए उन्होंने मंत्री महोदय का ध्यान पश्चिम बंगाल की ओर आकर्षित किया था कि किस तरह लम्बे अरसे से चली आ रही पश्चिम बंगाल की रेलवे से संबंधित मांगें उपेक्षित पड़ी हुई हैं और इन मांगों की ओर ध्यान दिलाते हुए कुछ प्रकल्पों के नाम उन्होंने गिनाए थे। मैं फिर से चाहूंगी कि मेट्रो रेल के विस्तार का सवाल है, बारासात—बनगांव रेलवे लाइन के दोहरीकरण का सवाल है, बर्दवान—कटवा ब्रोडगेज रेलवे लाइन का सवाल है, डानकुनी—सियालखाला ब्रोडगेज लाइन का सवाल है, बालुघाट—एकलाखी रेलवे लाइन का सवाल है, बजबज से नामखाना तक रेलवे लाइन का सवाल है, तमलुक दीघा ब्रोडगेज लाइन का सवाल है, इन तमाम रेलवे प्रकल्पों की ओर ध्यान दिलाते हुए पश्चिम बंगाल के मुख्य मंत्री ज्योति बसु ने रेलवे मंत्री को इस बात की विस्तृत रूप में जानकारी दी थी कि इन रेलवे प्रकल्पों की सिर्फ पश्चिम बंगाल में ही नहीं बल्कि पूरा जो पूर्वांचल है, उसमें कलकत्ते की भूमिका, पश्चिम बंगाल की भूमिका कितनी उल्लेखनीय है और अगर इन तमाम रेलवे प्रकल्पों को आप शुरू करते हैं तो ये तमाम रेलवे प्रकल्प लाभकारी साबित होंगे व हमारे देश के विकास में एक बहुत बड़ी भूमिका अदा कर सकते हैं, लेकिन मंत्री महोदय का ध्यान इस ओर नहीं गया है और मुझे दुख है रेलवे मंत्री महोदय कि वह कलकत्ता, जो कभी रेलवे लाइनों का प्रमुख केन्द्र था, इतिहास बताता है, आज उसी कलकत्ते की उपेक्षा की जा रही है। मंत्री महोदय ने 15 नई रेलवे लाइनें चालू करने की बात की है, लेकिन पश्चिम बंगाल के हिस्से में सिर्फ

एक लाइन आई है। उपसभाध्यक्ष महोदय, मैं मंत्री महोदय जी से यह कहना चाहूंगी कि पश्चिम बंगाल की एक ओर....

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Were you not on the last point?..*(Interruptions)*...Because the Minister wants to intervene.

SHRI MD. SALIM (West Bengal): She is elaborting the last point.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): But she was on the last point....*(Interruptions)*.

SHRIMATI SARALA MAHESHWARI: Last but one point. Part one is over. Now part two.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): All right, go ahead.

श्री सुरेन्द्रजीत सिंह अहलुवालिया (बिहार): अभी बहुत सारे स्टेशन बाकी हैं।

श्री मोहम्मद सलीम: कुछ तो उनसे संबंधित भी है।

श्रीमती सरला माहेश्वरी: सर, मैंने आपसे निवेदन किया था कि पश्चिम बंगाल का एक प्रकल्प है—बालुरघाट—एकलाखी प्रकल्प, और इसके लिए हमारे रेल मंत्री महोदय ने यह जो 1992-93 का बजट पेश किया है, इसके लिए सिर्फ एक हजार रुपए स्वीकृत किए हैं। हमारे सत्ता पक्ष के माननीय सदस्य भी हैं, अहलुवालिया जो भी है, मैं उनसे यह कहना चाहूंगी आपके माध्यम से,.... उपसभाध्यक्ष महोदय, मैं यह जानना चाहूंगी कि क्या रेलवे मंत्री महोदय ने पश्चिम बंगाल की जनता का अपमान नहीं किया है? यह रेलवे प्रकल्प जिसके लिये अब तक 44 करोड़ रुपये लगने हैं और उसके लिये 1992-93 में सिर्फ एक हजार रुपये की स्वीकृति देकर के यह कौन सा काम कर रहे हैं, मुझे समझ में नहीं आ रहा है? पता नहीं कौन सा पैमाना है, कौन से मापदण्ड हैं? पश्चिम बंगाल के साथ राजनीतिक ढंग से उपेक्षा करने की जो परम्परा हमारे सत्ता पक्ष ने शुरू कर रखी है। कांग्रेस ने खासकर, शायद यह उसी का नतीजा है। जिस प्रकल्प में अब तक 44 करोड़ रुपये लगने हैं उसमें सिर्फ एक हजार रुपये मंत्री महोदय ने स्वीकृत किये हैं। मंत्री महोदय, मैं तो यह चाहूंगी कि यह सच न निकले, आपके तथ्यों की गलत जानकारी निकले। तो कृपया इसको तथ्यों की भूल समझकर इसको फिर से सुधार लेंगे, तो काफी अच्छा रहेगा।....**(व्यवधान)**

उपसभाध्यक्ष महोदय, इसी तरह त्रिपुरा का भी मामला है। त्रिपुरा को रेल लाइनों से जोड़ने की बात लम्बे अरसे से चली आ रही है। लेकिन इस ओर भी हमारे मंत्री महोदय का ध्यान नहीं गया है। मैं चाहूंगी कि हमारे मंत्री महोदय इस ओर भी ध्यान दें और देश के आर्थिक विकास में रेलवे की जो भूमिका है, उस भूमिका को मद्देनजर रखते हुए रेलवे के भावी कार्यक्रमों की योजना बनाएं।

उपसभाध्यक्ष महोदय, रेलवे को आज जिस दिशा की ओर हमारे रेल मंत्री महोदय ने धकेल दिया है, तो रेलवे के भविष्य की ओर सोचते हुए डर लगता है कि रेलवे का भविष्य क्या होगा? मैं यह चाहूंगी कि आपके साथ और इस पूरे सदन के साथ अगर हम रेलवे के भविष्य को सोचेंगे तो शायद आप और यह पूरा सदन, वीणा वर्मा जी नहीं हैं शायद, श्रीकांत वर्मा जी के शब्दों में यही कहेंगी:

> "जो भी अपने अंदर झांकेगा, घबरायेगा, फिर चकरायेगा।
> अन्दर एक भयानक कुआं है, बावड़ी है, रसातल है,
> जो भी भविष्य की सोचेगा, हाथों-पैरों में लकवा मार जायेगा।"

उपसभाध्यक्ष महोदय, हमारे रेलवे के हाथों-पैरों को भी लकवा मार देने का यह बजट है और इसलिये इस जन-विरोधी, इस राष्ट्रविरोधी रेलवे बजट का मैं विरोध करती हूं। धन्यवाद।

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): The Railway Minister wants to intervene. *(Interruptions)*. Would you like to intervene or shall I call him?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): I will take only a few minutes.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): All right. He wants to intervene. He has a right to intervene. *(Interruptions)*. Let him intervene.

SHRI MALLIKARJUN: Sir, I am extremely grateful to the hon. Members who have participated in the debate and given valuable suggestions in order to improve the functional integrity of the system.

Sir, the policy, philosophy, of the Government has been reflected in the Budget which has been presented. Emphasis has been laid on gauge conversion, electrification, rolling stock, upgradation of technology, human resource development and terminal capacities. In the Eighth Plan, we have

included conversion of 6000 kilometres of metre-gauge into broade-gauge. This conversion will certainly transform the system and will help in the economic development. It will also have new growth centres. To achieve this object, further structural changes are needed and we are going to constitute an expert Committee which will recommend various things for changing the management ethos and particularly, the management ethos should be a business-type of thing rather than a way of life. It is like that. Now, business-type terms of performance means accountability of those who are involved in the maintainance and operation of the Railway system, from top to bottom. For this we are constituting an expert Committee.

Sir, in the Eighth Plan, we are aiming to have 83 million tonnes of incremental revenue earning traffic compared to 335 million tonnes of the Budget provisions of 1991-92 and also 5 per cent of passenger traffic. Without proper infrastructure, it is not possible to achieve this object. We are planning to convert about 10,000 kms both in Eighth and Ninth Plan. Sir, the conversion has become indispensable. In fact, an investor always looks towards a broad gauge system whereby his raw-materials, his finished products, could be transported properly. Even though there are natural resources in backward areas in metre gauge, the investors are not coming forward. That is why we have come to a conclusion that unless we have a uni-gauge system, the future will not be so splendid. Therefore, we have taken this bold step. It is an ambitious plan and of course, as you know, Sir, whatever resources are there at our disposal, they may not be adequate. But we have to take certain other factors into consideration. We have to mobilise our own internal resources. The budgetary support is dwindling down. From 70 per cent, it has come down to 28 per cent. In any case, this is a very important thing which has been taken up by the Indian Railways now. *(Interruptions)*. As Dhawan Ji is mentioning, if we take up 1 km. of conversion, it will give 10,000 mandays and as a result of this, we will be able to provide employment to the rural people to the extent of 6,000 kms in the Eighth Five Year Plan at the rate of 10,000 mandays for each km of conversion.

The hon. Members have rightly mentioned about the passenger amenities. Sir, in 1991-92, we had a provision of Rs. 31 crores. Now we have increased it to Rs. 50 crores. Of course, it is not merely a question of increasing the outlay, but it is a question of how best we can provide amenities to the passengers also. Ever since we have taken it over, we have been monitoring the safety and security of the passengers and other passenger amenities. We have particularly directed that all station-masters and othere staff who are responsible for the cleanliness, for the provision of drinking water and other amenities should perform their duties well. Even in the trains we have observed—Members of Parliament have also mentioned about it—that there is a lot of dirt and tiolets are not cleaned properly. We have instructed the concerned staff who work on the trains that they should take care and see that lights and other things are functioning well.

Now we come to the rolling stock. If we take the Annual Plan outlay for 1992-93, it has been fixed at Rs. 5,700 crores. In this, for rolling stock, Rs. 1,060 crores have been allocated. And apart from this, Rs. 1,200 crores will be got through market borrowing. For conversion we have made a provision of Rs. 550 crores. Every year, there used to be hardly Rs. 100 crores. Anyway, this is how the Rs. 5,700 crores' Plan has been made and the outlays for various things are with us.

Sir, passenger reservation is one of the important things. For this purpose we are going in for computerisation year after year. This year, we have included 12 locations for computerisation of passenger reservation. Of course, about the new trains, it has been mentioned in the Budget itself—some Members were demanding that Rajdhani type trains should be introduced from Delhi to Madras—that we are contemplating to introduce Rajdhani type trains from Delhi to Secunderabad, Bangalore and such trains will also be introduced later to Madras and Thiruvananthapuram.

So far as electrification is concerned,

earlier we have proposed to have 3,000 kms. in the Eighth Plan. But now we have increased it up to 3,500 kms. Electrification has become necessary in order to conserve the energy itself.

Conservation of energy is another area to which maximum attention is being paid. To achieve conservation of energy, audit of energy, we are going to take certain steps, such as reassessment of rations for diesel locomotives on the basis of the sections traversed, monitoring fuel consumption, performance of individual locomotives and so on and so forth.

Since we have to mobilise our own internal resources, it becomes very necessary to know how strategically we worked. If we take the fare and freight structure of 1991-92 we will be able to get about Rs. 14,000 and odd crores of revenue, in which working expenses would be about Rs. 10,460 crores or so. Apart from this, the total working expenses, including the ordinary working expenses and appropriation to the Depreciation Reserve Fund, amounts to Rs. 13,000 and odd crores. Finally, we will be able to get only Rs. 764 crores if we include the miscellaneous revenue receipts of Rs. 206 crores. If you take the dividend which has to be paid to General Revenues on the Capital-at-charge, it is Rs. 1,150 crores. Therefore, we will have only the net revenue of Rs. 764 crores. Railways will not be in a position to pay even their dividend. Therefore, certain budgetary proposals were made. Of course, as has been rightly mentioned, we have taken into cognisance the poor man. We never want to burden the poor man. That is why all essential commodities were relieved of any burden. This is the actual position if we get a revenue of Rs. 1,366 crores. Then we have to pay the dividend. We have to pay to the Pension Fund Rs. 1,200 crores and to the Depreciation Fund this time we are paying Rs. 2,300 crores. So, when we take all these things into account, it becomes necessary that the users should also share the burden slightly as a part and parcel of the system, but we have not burdened the poor man. We have no intention and there is no question of retrenching four lakhs of workers or so as some hon. Members were mentioning. On the contrary, we will keep intact whatever manpower is there and will be no retrenchment.

Sir, there is one more thing. There is much talk about privatisation of catering. Actually, on Indian Railways much of the catering is done by private individuals. If you take a station, the cafetaria is run by individuals or co-operative societies; trolleys are with the individuals; milk-bars are with the individuals or co-operative societies; bookstalls are with the individuals. We have certain departmental things. There are a lot of complaints from the passengers that food is not being served properly.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): If I recollect, hon. Members from all sections, apart from privatisation—you may answer that—were very much apprehensive and anxious to know about sanitation in the Railways and particularly concerning potable water. If you want to say something...

SHRI MALLIKARJUN: Certainly, Sir.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Because water is a problem which affects everybody and everybody was saying that you must say something about it.

SHRI MALLIKARJUN: Sir, this has come to our notice.

CHOWDHRY HARI SINGH: Food also.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Regarding food, he is replying. He is saying something about it.

SHRI MALLIKARJUN: Sir, I will take note of the point the Chair made about water. It is essential and we will make an all-out effort to see how best we can provide drinking water at stations and in trains. I will take the suggestion of Chair into cognisance.

We have been talking almost from the last Budget to this Budget about the privatisation of catering. Sir, we have made certain guidelines. Those guidelines were given to the zonal railways. Sir, hardly we have given anything to the private contractors. We are trying to get reputed contractors who can satisfy the passengers. We have given a few contracts. And they will also be

THE VICE-CHAIRMAN (Shri Bhaskar annaji Masodkar) : He is merely enlightening the House with regard to some points made.

SHRI YASHWANT SINHA(Bihar) : This is the point which I am making. He has not touched a single point. I have been sitting in this House and listening to the speech. He is totally blank as far as the points raised are concerned. He came prepared with the text and read it out.

SHRI ASHIS SEN (West Bengal) : Why did he take the time of the House?

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR) : Let us go ahead with the debate. The debate is still going on. When the Minister replies, he will clarify..... *(Interruptions)*

SHRI M. VINCENT (Tamil Nadu) : He has not replied to my point.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR) : Mr. Vincent, he has not replied. It was just an intervention which he thought necessary to enlighten the House...*(Interruptions)* I hope you have heard it. Now please sit down...*(Interruptions)*

SHRI M. VINCENT: Among the four metropolitan cities, only Madras has not been connected by Rajdhani Express. I would like to know from the Minister whether the Rajdhani Express introduced to Bangalore would be extended up to Madras.

SHRI MALLIKARJUN : I have already told that we have contemplated to introduce the Rajdhani Express to Secunderabad and Bangalore. This train will also be introduced to Madras and Thiruvananthapuram...*(Interruptions)*

SHRI M. VINCENT: When that train will be extended?

SHRI MALLIKARJUN : As for the time, I cannot say anything.

SHRI. M. VINCENT : I want to know when it will be extended?

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Please take your seat. I hope you are aware of the traditions of the House. The Minister can always intervene. He has only intervened. There will a proper reply later. At that time, he will clarify everything. Now let us proceed with the debate. Mr. Vincent and Dr. Reddy, please sit down.

SHRI M. VINCENT: I want to know when the Rajdhani will be introduced for Madras.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASOKAR): The Minister will reply. Please sit down.

SHRI M. VINCENT : No, this Minister can tell us right now.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Santosh Kumar Sahu, you please speak now.

SHRI ASHIS SEN: Mr. Vice-Chairman, please give me only one minute.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR) : I have already called Mr. Sahu.

SHRI ASHIS SEN: After Mr. Sahu finishes his speech, please allow me just one minute.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR) : I will see. Please sit down now.

SHRI M. VINCENT : Let the Minister answer my question as to when Rajdhani Express will be given for Madras.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Vincent, I think you know the rule. Let me explain. The Minister has a right of intervention. As I have already said, I have permitted him and you have only to hear him. That is all. When the Minister replies, you can raise all these points and there is nothing wrong. Now Mr. Sahu.

SHRI SANTOSH KUMAR SAHU (Orissa) : Mr. Vice-Chairman, I stand to support the Railway Budget. I was caught between the various demands of the intervention of the Railway Minister...

SHRI YASHWANT SINHA : Why didn't you reply?

SHRI SANTOSH KUMAR SAHU : There have been many demands and many honourable Members have raised

observed. At any stage, if they don't satisfy the passengers, Government reserves the right to terminate them. It is not something that if once it is given, he will have it permanently and he will also exploit or suck the blood of the passengers. That cannot be tolerated. It is a question of comparison. Of course, from our department, nobody, is going to be thrown away. They will be adjusted according to the situation in which they can fit in.

Sir, transport infrastructure particularly railways plays a pivotal role, as hon. Members have mentioned, in the economic development of the country because rail transport is six times more energetic than the road transport. And road transport has also to depend on fuel consumption. Why are we emphasising on electrification? To avoid fuel consumption, because it needs import and so many other factors. Therefore, Sir, infrastructure has to be built. The need is increasing day by day. For example, this year our target was to transport 335 million tonnes. But we have gone beyond that and nearly 337 million tonnes was transported.

Then we have transported 80 million tonnes to power houses. As the power houses are starving, we would have transported by the end of this month more than 85 million tonnes. In the financial year 1992-93, it has been targeted to transport 91 million tonnes of coal to the power houses. Then, Sir, we have transported targeted foodgrains, fertilizers, petroleum products, cement and raw material to the steel plants finished goods and iron ore. Even though we have a resource crunch, we have introduced the own-your-wagon scheme because sufficient wagons are not available. An hon. Member has said, if we ask the private people to purchase wagons and give it to the railways, they will make a business out of it. No, Sir. We have appointed a task force. They will go into the genuineness as to who actually need the wagons, whether it is industry, trade or commerce. On that basis we will allow them to procure and give it to us. Sir, if the steel plants and the cement industry cooperate and if the power houses own their own wagons, then we will be able to provide wagons to the small scale industries. Today, small-scale industries are suffering because whatever fleet we have we are concentrating for the core sector, for the other essential commodities.

If we have to have an overall development, of the economy, we have to see that our small scale industries survive and so also other industries. Therefore, this scheme has been contemplated and we hope that it will materialise. This will be a great boon for the system as a whole which will be beneficial to both the consumers and the Railways.

Another thing is that we want to exploit the surplus land. We have been making it very clear that the land will not be sold to any individual, but it will be used by the Railways. We will try to utilise the available space so much so that we get revenue.

As for our Railways' strategy, we are having manpower planning energy conservation, energy audit, better utilisation of the assets, augmentation of earnings avoiding wasteful expenditure, cost control, cost reduction and other economic measures so that we will be able to save the money and utilise it in a proper way and to see that there is no wastage. This is the conviction with which we are formulating our plans and trying to develop proper infrastructure so much so that it will be of great beneficial help to the common man and also play a vital role in the economic development of the country as a whole. Thank you very much.

SHRI SUKOMAL SEN (West Bengal) : What about the reinstatement of the railway workers? He has not said anything about that.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): He was mainly intervening.

SHRI YASHWANT SINHA (Bihar) : What is the purpose of the Minister's intervention? The purpose of the intervention, to my mind, is that he should be able to tackle more points which have been raised in the House. He has not answered any point which has been raised. He has come prepared with his text and said what he wanted to say.

various demands because railway line is the lifeline of the nation. It is essential for creating the infrastructure for the economic development of the country. The railways are very vital for our country. It is only because of the railways that there has been a staggering growth in the development of our country. The railways have achieved 318.4 million kms of originating traffic and 3338 million passenger traffic which is a glorious record. Whatever criticism you may make and whatever you may say, we must be thankful to the railway workers and the railway management for having become the bulk carrier in India, carrying daily more than 102 million people could not be expecting to be able to move between different parts of the country on any other mode of transport.

The successive Railway Ministers have been giving importance in the Railway Budget from year to year and many honourable Members, many economists and entrepreneurs have been giving importance to the need for having a unigauge railway line. Thirtyeight per cent of the present railways line in our country is metre gauge, some 23,000 kms, and it cannot compete with the broad gauge. Conversion programme of the metre gauge into and broad gauge is not being made fast enough; it is being done piecemeal and under pulls and pressures. Many times we have demanded in the House that there should be a total plan for the conversion and development of the entire Indian Railway. There is a large backlog of metre gauge and narrow gauge for being converted into broad gauge. If conversion is done quickly, the railways can earn more income, there will be more development of the backward areas. It will, in fact, change the entire transport picture of India. Against this background I really congratulate the Railway Minister for the bold provision he has made proposing conversion of 6,000 kms of metre gauge into broad gauge. This is definitely a bold step and the railways have planned this by themselves.

Then coming to the other point, they have taken a new decision for forming joint zonal divisions, offices, which will be made the centres of earning profit and making surpluses for the railways. In the course of railway history there have been created nine zonal railways out of which unfortunately only five are earning profits and the rest are running in losses due to various circumstances and you can easily see what those circumstances, what those conditions, are — the scenario of law and order, tension, terrorist movements, communal tensions and what not.

Anyway, coming to the other point, there must be a balance in your new scheme of "Own Your Wagon" or "Own Your Container". This is a new innovation.

The Railways must take care that they do not deplete their own containers and wagons. They must not have a plan which will deplete their own containers and wagons and they must see to it that the people who won the containers and wagons do not dictate terms to the Indian Railways. But, at the same time, I would like to say that this decision is definitely an innovation.

In order to meet the financial crunch, the Railways have tried to present this year a Budget with some increase in the passenger fares and freight rates. At the same time, I would like to remind them that they have a responsibility to the people. They must see to the proper running of the trains punctually. The train service should not only be accident-free, but also pilferage-free. Proper drinking water should be provided in the II Class compartments. People travelling by long-distance trains face a lot of difficulties on account of lack of drinking water in the Second Class compartments. Probably, the Railway officials do not know the conditions in the trains. Can you not guarantee that these things will be provided in the trains? Can you not guarantee this when you are charging the people and when it is your task to carry the people from one corner to the other? Is it not the responsibility of the Railways that they ensure safety and provide the minimum amenities? You should not worry about the cost. You have to ensure that the travel is safe, that the minimum amenities are available for the passengers. You must ensure the availability of at least drinking water in

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the lower-class compartments. But, with a heavy heart, I have to say that these things are not taken care of at all.

If you want to transform the whole economy, you must see that there is no lopsided development. In this connection, I would like to point out the sad state of affairs and how lopsided the planning by the Railways has been. This year, the increase of Rs. 1,336 crores which they are going to get must be for the development of the system, but it is said that it is for meeting the operational costs which are mounting every year. We should not look to profits alone, but we should see to the development of the more backward areas also where people live in miserable conditions. These also must have a place in the planning of the Railways for providing the railway infrastructure.

If we analyse the revenue-earning originating freight trafffic, we will find that the bulk of it is in the South-Eastern Railway. But the South-Eastern Railway has continuously been neglected. I wish to point out here that on the 300-kms. sector from Kharagpur to Vizianagaram, Trunk route not even for a kilometre electrification is there. If this is the condition, do you think that you will be able to develop a proper atmosphere in that Zone? This is the area which proivdes you the maximum bulk traffic. The Orissa-West Bengal-Bihar belt is proivding you the maximum freight traffic. But the increased freight will affect the most only these areas! You have put four per cent increase on coal and the increase in the freight on steel and iron ore will give another 20 per cent. Sixty per cent of the increase on freight will come to you from these areas alone. But, so far as development is concerned, this area is the most neglected. It has been neglected. If you want to develop these areas and if you want to earn profits, you must remove the irregularities and avoid the irrational planning, the lopsided planning. Therefore, I strongly urge upon the Minister to see that at least the electrification programme for these areas is taken up, at least piecemeal, if not totally.

As you all are aware, Orissa has got the largest deposits of iron ore and other mineral ores, particularly the Daitari-Jakhpura area. But, unfortunately only a length of 32 kms. of railway line was constructed, and that too ten years ago only. The Orissa Government has been writing to the Railways and every time the Ministry says that it is under examination or by the Commerce Ministry or transport and so on, and no positive step has been taken so far, not even this time. It is a mineral area, and yet this area has not been given the attention that is due to it. I would reguest the Minister to look into this aspect also.

5.00 P.M.

Though Bhubaneswar is the capital, it is most unfortunate that the train linking Bhubaneswar and Delhi, the Nilanchal Express, which was introduced as a Super-fast Express, is now going 300 kms. away and for going to Bhubaneswar six hours' more time is taken. Is it the convenience of distant passengers? This is unfortunate. This is lopsided view. How is it done by the Railway Board or the other authorities? I would urge upon the Minister to specifically tell that this must be a Superfast train. Then Samta Express which was running twice a week via Orissa to Delhi has been reduced to once a week. Sir, it is a sad plight. This has been done for whimsical reasons. Can anybody think that it has been reduced to once a week?

Then, coming to the other point, we have only one on-going project on Sambalpur-Talcher line connecting Delhi and that will also connect Madhya Pradesh with Orissa directly and provide hinterland transport to Paradip port. Now, unfortunately, the money that has been allotted is very little and nothing can be done like this. There has been persistent demand by MPs that there should be a superfast train to western Orissa connecting Delhi. Earlier the Kalinga Express was there. Now it is running only as a fast train going through six States and freezing the whole amenities and comforts. It is a total disregard of the amenities of passengers travelling from Orissa to Delhi. I urge upon the Minister to consider it.

Then there are other demands. The Orissa Government is pressing for

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Talcher-Gopalpur survey. Unfortunately, these things have been neglected. It could have been the easiest way of transporting coal to Madras and other places. But this is all forgotten. Then, though Talcher will be the terminal point, Sambalpur has not been connected. I would, therefore, like to urge upon the hon. Minister to see that in future if we want a healthy development of the Railways, full economic development of the nation and national integration, these pockets of backwardness are not continued for ever, and they must see the light of the day, for which the Railways must plan boldly. We are still under the colonial impression of the Railways connecting metropolitan cities by double line or three lines. To solve the transport problem I would like to suggest—today the Jamshedpur—Rourkela is a congested line—you have another line from Kharagpur to Jamshedpur and .... *(Time Bellrings)*

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Sahu, do you need more time?

SHRI SANTOSH KUMAR SAHU: Yes.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Now there is a statement to be made. After the statement we will continue.

Statement by Minister re: Foreign Secretary's visit to us

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FALEIRO):

Sir, I rise to make a statement on the recent visit of the Foreign Secretary to the USA and other related issues which have been raised during Zero Hour in the past few days.

Foreign Secretary visited Washington, March 9—11, for talks on matters of mutual interest. Indo-US consultations at the Foreign Secretary's level are a regular feature in our bilateral relations and generally cover the whole gamut of Indo-US ties.

Honourable Members have in the past few days raised a number of pertinent issues relating to Indo-US relations. I would now like to address some of them specifically.

PENTAGON PAPER

Honourable Members made reference to the so-called Pentagon Paper, extracts of which appeared in the US press on March 8, 1992. The paper is actually a draft which outlines USA's perceptions and strategies in relation to the entire world. The report is not a specific position paper on India or Pakistan. However, the paragraphs of particular concern to India, as they appeared in newspapers in the United States are the following:

"We will seek to prevent the further development of a nuclear arms race on the Indian subcontinent. In this regard, we should work to have both countries, India and Pakistan, adhere to the Nuclear Non-Proliferation Treaty and to place their nuclear energy facilities under International Atomic Energy Agency safeguards. We should discourage Indian hegemonic aspirations over the other states in South Asia and on the Indian Ocean. With regard to Pakistan, a constructive US-Pakistan military relationship will be an important element in our strategy to promote stable security conditions in Southwest Asia and Central Asia. We should therefore endeavour to rebuild our military relationship given acceptable resolution of our nuclear concerns." and, there is another quotation which I would like to place before the House:

"The US may be faced with the question of whether to take up military steps to prevent the development of use of weapons of mass destruction....."

The Foreign Secretary was instructed to immediately take up these negative references to India. In his meetings with Deputy Secretary Eagleburger and Under Secretary of Defence Wolfowite, Foreign Secretary conveyed our serious concerns on the above. He was informed that this document was draft paper prepared by middle level Pentagon officials and would be subject to review and modification. India's concerns have been noted by the US and modifications would be made to take them into account. Foreign Secretary was